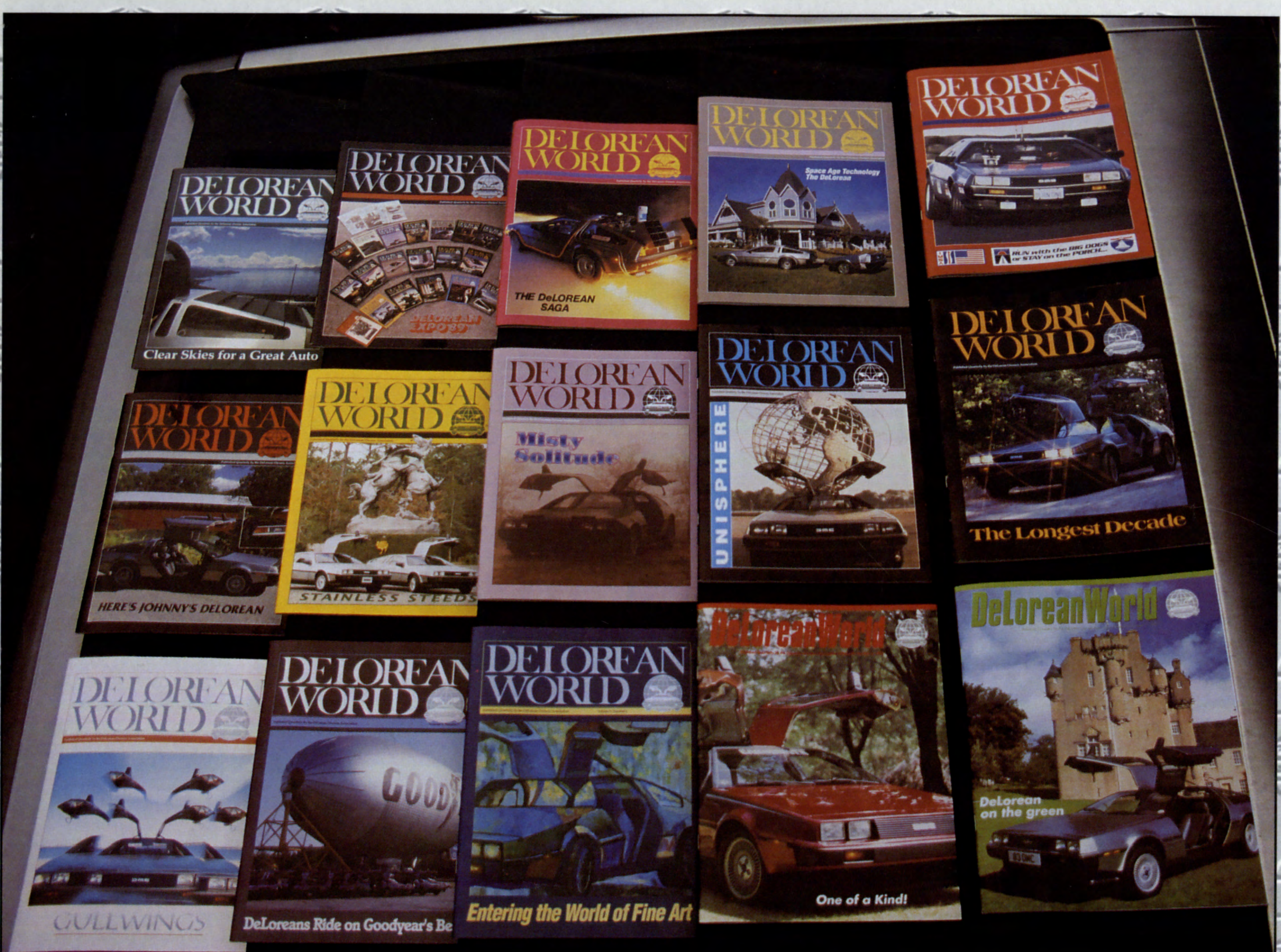
DeLoreanWorld

Published Quarterly by the DeLorean Owners Association Volume 10, Number 3; 1993


DELOREAN WORLD
Clear Skies for a Great Auto
DELOREAN EXPO 89
THE DeLOREAN SAGA
Space Age Technology The DeLorean
RUN with the BIG DOGS or STAY on the PORCH...
HERE'S JOHNNY'S DELOREAN
STAINLESS STEEDS
Misty Solitude
UNISPHERE
The Longest Decade
GULLWINGS
DeLoreans Ride on Goodyear's Be
Entering the World of Fine Art
DeLoreanWorld
One of a Kind!
DeLorean on the green

DeLorean World On The Louvre

10TH ANNIVERSARY ISSUE

EURO EXPO '93

BELFAST / SEPTEMBER 9-12
EUROPA HOTEL

Dunluce Castle/Courtesy Northern Ireland Tourist Board

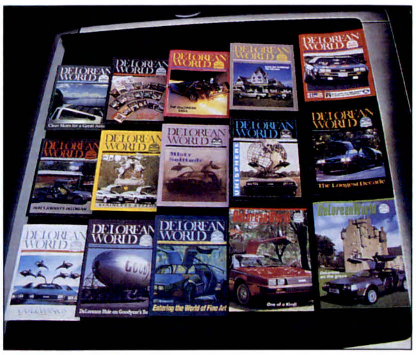


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Photo by Kjell Myhre
Sun Valley, California
VIN 7149
DeLorean World On The Louvre

DELOREAN WORLD

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DeLoreanWorld

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EURO EXPO 93 September 9-12, 1993
Belfast, Northern Ireland

YOUR OPPORTUNITY to visit the former DeLorean Motor Company manufacturing plant in Dunmurry, Northern Ireland and drive the original test track.

DELOREAN EXPO '94 May 19-22, 1994
Williamsburg, Virginia

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PRESIDENT'S MESSAGE

By David Knudson

SOWING SEEDS

The Board has long recognized that there are thousands of DeLorean owners who don't even know the Association exists.

This is never more obvious than when an article is published regarding us. Several recent cases bear this out, locally, nationally and internationally.

Locally, we were able to acquire an article in a coastal newspaper in advance of our Shell Beach, California, Chapter 12 event. Four owners read it, showed up and joined.

The very positive nationwide article that ran in Car & Driver about the Association brought in many new members. Third, a London newspaper ran a feature story about the Association and our European Chapter picked up several more members.

All of this has been the result of a consistent program of ours to sow the seeds of publicity.

CHAPTER REORGANIZATION

Running a group as large as ours has plenty of great moments but it can also get tough and complex.

As a federally regulated, nonprofit organization, your Association must meet numerous criteria. Among these criteria is the management of our chapters. We, as well as our chapters, must account for our income and expenditures to the federal and state governments.

Early last year, we sent a letter to all of our Chapter Coordinators explaining the procedures that needed to be followed including acquiring a federal tax identification number and filing the necessary tax forms. None complied. Towards the end of the year, we had to, unfortunately, discontinue all of our chapters and reinstate them only when they met the described requirements.

Each Coordinator was then informed of the situation and the requirements. (The editor has included a copy of all communication and the new chapter bylaws in this issue.)

In addition to the federal requirements in the bylaws, I would like to call your attention to the article that prohibits chapters from charging dues over and above the annual national dues. We have received numerous letters, through the years, from members complaining about this practice and we know of one chapter that actually encouraged its members to drop their national membership and pay only their local chapter's dues.

We have always maintained that chapter dues are not necessary because well-planned chapter events can build a treasury very nicely. It's been done many times, even in very small chapters. Well-planned events are win-win situations because they also help provide chapter solidarity.

SERVICE DIRECTORIES

We received an excellent response to the forms we enclosed in the last issue requesting your input regarding local DeLorean service centers.

We expect the updated directories to be available shortly.

A $47,000 DELOREAN?

That's right. At a car auction called "The Auction" in Las Vegas several months ago, a Pre-Production DeLorean sold for $47,250.

DELOREAN BODY WORK

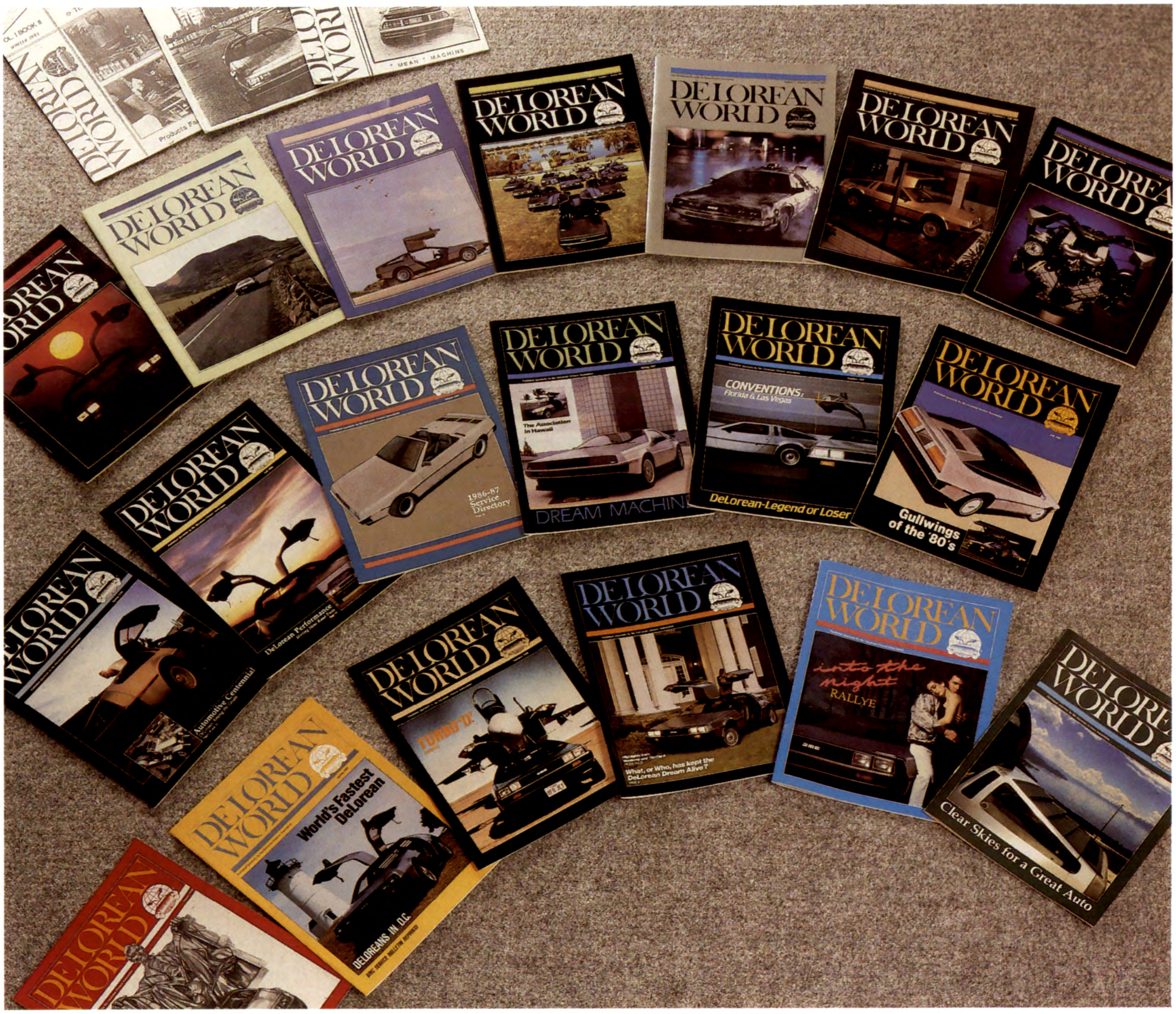
We've all been asked by non-owners, "What happens when you dent a fender?" Now, I can speak from experience. Recently, my car was hit in the side in our office building parking garage (no note was left). Frankly, I thought it would need a new fender. But our local service center went to work on it and in a couple of days, it was like new. Not a ripple.

EURO EXPO '93

By now, you should have received your Euro Expo invitation. I understand we have had a very healthy response, so far. I urge you to attend this landmark event.

RUMORS, RUMORS

It has come to the Board's attention that we have received several phone calls asking if the Association is dead. Well, it isn't. Far from it. In fact, we're very healthy thanks to the Board's sound management.


DELOREAN WORLD
The Association in Hawaii
DREAM MACHINE
1986-87 Service Directory
CONVENTIONS: Florida & Las Vegas
DeLorean-Legend or Loser
Gullwings of the '80's
DeLorean Performance
Automotive Centennial
TURBO 'D'
What, or Who, has kept the DeLorean Dream Alive?
into the night RALLYE
Clear Skies for a Great Auto
World's Fastest DeLorean
DELOREANS IN D.C.

Complete Your Collection!

You're reading the 35th issue of DeLorean World. Wouldn't it be nice to have some or all of the back issues? They'll help you solve problems like: overheating, weather stripping, tail lights, glove compartment door, fuel injection, window mechanisms, radio, steering, lowering fuel pump, axles, fans, doors, inertia switch, mufflers, mode switch, mirrors, fuel gauge, relays, cooling system, lamps, ignition, distributor, stalling, suspension, battery and many others. The issues chronicle events of the car as well as the Association. Back issues normally run $12.50 each. But now, if you buy them in packages of six, you can get them for only $8.33 each! So a package of six is only $50! (Shipping inside the U.S. is included. Outside the U.S. is additional.)

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DeLorean World binders, designed to hold 12 magazines $14.95 plus $2.25 each for shipping . California residents add 8.25% sales tax.

DELOREAN OWNERS ASSOCIATION

EDITOR'S NOTE

By Kay Myhre

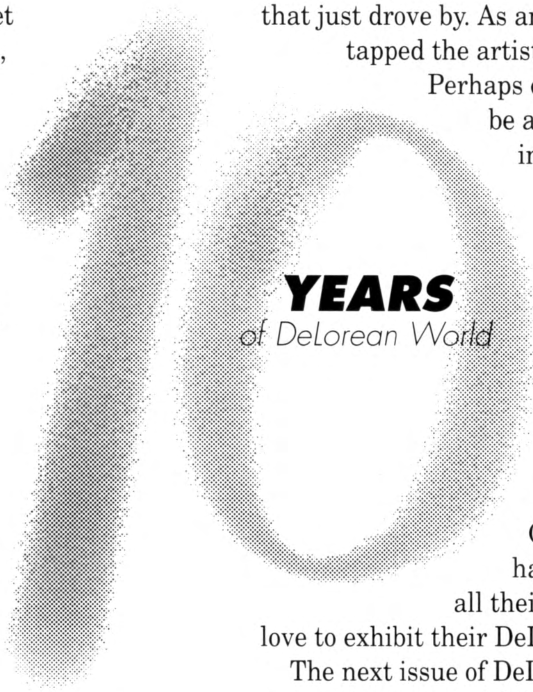
For the Tenth Anniversary issue of DeLorean World magazine, we are pleased and delighted to present to you an exclusive interview with John Z. DeLorean. Although he seldom grants interviews, he recently met with Association representative, Robert Lamrock, Chapter 38 Coordinator.

This issue marks the Tenth year since the first DeLorean World publication appeared off the press in August, 1983. DeLorean World is an evolving eclectic collection of writings by DeLorean owners and individuals who have had specific experiences with the DeLorean automobile.

I am impressed that, today, Mr. DeLorean is looking to the future in his creative thinking in terms of additional contributions in the evolution of innovative designs. As a legendary figure in the automotive press, Mr. DeLorean's personal optimism has persistently prevailed under all circumstances.

In speculation, perhaps there could be a linkage between the tossing of the DeLorean automotive dies into the ocean episode to the Boston Tea Party incident.

Mike Loasby is photographed at the DeLorean Owner's Association display at the NEC Birmingham Car Show in England (Volume 9, Number 3). His detailed description of the DMCL Test Track, which is part of the factory facilities in Dunmurry, Northern Ireland, is pertinent to any serious DeLoreanologist. He has distinguished himself in the automotive industry with well known accomplishments and he obviously has a rich background with high performance vehicles.



Gulliver's Travels, the cartoon created by Jim Hales and his associates for this issue, projects a deep seated fundamental interest among the younger generation in cars. They generally can tell you, with great accuracy, the description of the car that just drove by. As an educator, Jim Hales has tapped the artistic talents of his students. Perhaps one of these students will be a designer of an exotic car in the future.

Most of us are familiar with farm scenery including various implements for providing food for our tables. The DeLorean behind the barn, next to the silo, is a welcome addition to the Minnesota farm scenery. One farming couple is having more fun than all their neighbors because they love to exhibit their DeLorean.

The next issue of DeLorean World will feature an exciting event which may qualify for the Guinness Book of World Records. Would you believe 111 DeLoreans (one hundred and eleven) assemble at an event sponsored by Universal Studios? And DeLorean owners attending Euro Expo '93 are staying at the prestigious Europa Hotel, the same location where John DeLorean conducted company business in Belfast a decade ago.

Kay Myhre

REGIONAL news

BEING INVOLVED

By Guy Avellon

It has often been said that if you needed rain, have a DeLorean meeting, which is why members will jump at any excuse, and often, to get out and meet with other members...with or without our cars! After our cars have had that long winter's nap in storage, we're all eager to drive them again and have fun. More harm is being done to an infrequently driven car than to one at least driven on weekends, so the weekends are very important to us as they afford us the time to spend with our cars, exercise them, keep them in good shape and have fun - rain or shine!

Shaker Square, British Car Show VI

Members in other states who are not active in their chapter or do not have a chapter are missing out on the purpose of having a car you can enjoy in so many varied ways. You do not have to plan elaborate weekend meetings or fund raising socials every month to be active or have a good time. Fun is a short drive with your favorite co-pilot or a meeting with another owner. Just get involved!

Ohio has 89 owners registered with the DeLorean Owners Association of which twenty-three are new members of the Association. There are "the faithful", those who attend almost every event; however, we realize not everyone has the same available free time, so we schedule events for Saturdays one month, Sundays another and maybe even two events per month. New faces always appear and we build from everyone's ideas and input. It works well because our members care.

Last year we lost one of "the faithful" active members, Dave and Urai Lancaster, to a job transfer to Las Vegas. We wish them both all our best and hope they keep winning the Concours competition. Dave was to host our first kick-off event, but was already sunning himself by that time, so our first event was the Classic Auto Show at Stan Hywett Hall in Akron, Ohio sponsored by two brothers who each own a DeLorean, Jay and Dana Kalchoff. We met at a convenient restaurant off the interstate, ate, then caravanned on a short rallye Dana had planned through some interesting and scenic countryside to the show where Jay had our spaces already reserved together. Of the several hundreds of cars, most were in the 20's and 30's vintage, and mostly Concours. The DeLoreans were perhaps the latest models in the show, due to their uniqueness, except for the time one gentleman drove his Countach in, followed by his wife in a Testarossa.

(Ownership does have its privileges: the first time I attended this event I was not sure where this place was, and after I found it, the entrance was blocked and guarded by police. I hesitated at the "entrance", then suddenly noticed the barrier was being removed and the policeman was ushering me in while keeping others out!)

Ron and Joyce Flowers participate every year in the Earth Angel Charity Run. A string of over 800 autos make the procession from Lancaster to Marysville, Ohio to raise funds for children.

The following day, June 28, we had our annual Mid-Ohio Sports Car Course event for the Vintage Grand Prix. This is an informal gathering where each year we have a reserved "corral" for our members to park together. These races consist of race cars no newer than twenty years of age and they encompass all classes, from Production, Sports Racing, Can-Am, Formula and Prototype.

Simple events like this where other owners gather, increase interest and exposure to the car and Association. We have gained several members from such exposure. One such couple was Bob and Gail Trunik who first met us at the Mid-Ohio event. Bob was there with his Lotus and the DeLoreans were parked next to the "Loti". Bob noticed that everyone with a Lotus was either bent over or under their cars fixing something. He looked over at the DeLorean compound and later told me he saw my wife and I, sitting on our sling chairs, sipping wine from fluted glasses and enjoying the race. It was clearly obvious who was happier and enjoying themselves more. Ever since, he has become an active member and has even purchased another DeLorean. I'm not quite sure as to the fate of his Lotus, though.

The end of July found us on a tour of historic Coshocton by the old Erie Canal. This was sponsored by Donald and Joy Padgett. Threatening rain kept many away, though we still made a contribution to the area's economy. The following week, Saturday, August 1st, the sun gods were with us for the Sixth Annual Shaker Square British Car Day in Shaker Heights (Cleveland, Ohio). We first appeared there three years ago, and for the past two years have been formally invited and entered into their program and judging categories. There were more DeLoreans than Astons, Rolls Royces, Lotus, and Tvr's. Everyone was outnumbered by the MG and Triumph entries.

The day had gone so well and so fast most of us decided to caravan to Carney's on Route 42 in Brunswick. This place has been touted as being the "world's largest unofficial parking lot car show". I doubt anyone would dispute their claim after seeing over 1,000 cars in a shopping square parking lot. Most of these cars are customized 50's and 60's vintage, while others are well kept historical vehicles. We find a spot where all six of us can line up and, of course, there is an immediate crowd. People exclaimed they rarely see one DeLorean in a year, but six at once was a special treat.

Our next event was a North Coast Winery Tour sponsored by Wayne Luoma. Six weeks prior, Wayne had sent members a letter describing the very well planned event to be held in Geneva-on-the-Lake as well as some brochures describing motels and bed & breakfast places to stay. Unknown to either of us, John and Penny Steiffel had chosen the same two-bedroom B&B. The owners were quite thrilled to have TWO DeLoreans in their drive. We were just as pleased with the accommodations; a bottle of wine, hot tub, and spectacular view of Lake Erie.

Firehouse Restaurant, Geneva on the Lake

The event started at Cantwell's Old Mill Winery where we had a brief tour and explanation of the wine making process before the owner personally grilled our lunches. Afterwards, we toured through scenic rural roads to Ferrantes Winery and Vineyeard, followed by some pensive sampling of their wares. Then it was onto another winery through more scenic roads featuring a covered bridge.

At Chalet Debonne, we had a private room reserved where Wayne showed everyone a video tape of the Las Vegas DeLorean Owners Association convention, featuring Wayne as one of the "belly dancers", plus a special video on combined segments of British and US network interviews of John DeLorean and videos of the plant in Ireland. It chronicled interviews and automotive news specials over a period of several years before and after production. From there we caravanned around a couple small towns until we arrived at the Fire House Tavern in Geneva-on-the-Lake. Here, the owner had roped off space for our eight cars in a most prestigious and conspicuous place of honor. In fact, Wayne had arranged for special parking for all of us at each destination. Our last stop provided outdoor cooking and eating at its best, while looking at a gorgeous view of the lake and listening to live music.

Penny and John Stiefel planned an event for late September where none of us drove our DeLoreans! It was a clam bake on Put-in-Bay Island. We parked in Port Clinton and took the jet ferry across to the island. We all wore our shirts/sweatshirts printed with our Chapter logo. Not many cars are allowed on the island, except for residents and those staying the night. But they have golf carts! We rented an eight passenger golf cart to explore the island. Naturally, I was designated as the driver. It was like driving a limo...no two wheel drifts here, though not for not trying.

We toured the island, from Commodore Perry's monument and ripening vineyards to a cave in which dwells the world's largest geode, a "must see" on anyone's itinerary! Finally, we met with some of the other couples and toured the town's shops. Is this place incredible!

To give an example of how infectious enthusiasm can be, Gail and Bob Trunik decided at the clam bake they would like to organize a "leaf tour"...in only TWO weeks! Fliers were quickly mailed. The Truniks own a gallery in Burghill, Ohio, just north of Youngstown. We met at their gallery and were greeted by a large sign in front, welcoming the DeLorean Owners!

Our first stop was lunch in Sharon, Pennsylvania, at the Quaker Steak and Lube. No, that is not a misprint. It is an old gas station converted into a restaurant. They still have an old lift inside supporting an old collectible car. Over our large group dining table was an inverted Stingray. Many other auto memorabilia also adorned the walls and ceilings, including a dragster.

As we rallyed through the picturesque countryside of western Pennsylvania, the undulating roads offered pleasurable change-of-pace driving while the woodlands and forests seemed ablaze with the vibrant colors of autumn. We passed through many small quaint and historic villages, while we stopped at those which offered unusual shopping opportunities. Touring one forest preserve, we parked at a picnic area where Gail surprised everyone with several homemade pies she had been carrying in their car.

continued on page 38

GATHERING
By the Sea

Photos by Robert McNeill
Sponsored by Chapter 12, May 14-16.

Nearly 100 people gathered at The Cliffs resort in Shell Beach, California to celebrate the 10th anniversary of the Association.

Stan & Peggy Ordway #15

Harry Ward #17

Friday evening began with a buffet and reception. Saturday, the group rallied up the coast to Morro Bay and attended a private lunch buffet on Tiger's Folly, a side-wheeler that cruised the scenic bay.

That evening started with a reception and product sale then moved to an international buffet and program. The first 100 members who joined the Association were honored and many of them were in attendance.

Sunday morning, techies attended a half-day tech seminar which included Dorothy Bradley pointing out Concours details and Ed Bernstein of DeLorean One answering technical questions.

Those in attendance included:
Ed and Millie Bernstein
Alan and Susan Daniels
David and Glenna Egan
Wayne and Donna Hull
David and Mary Lou Knudson
Kjell and Kay Myhre
Stan and Peggy Ordway
Charles and Jeannie Scholfield
Dick and Janet Shipman
Lawrence Spring
John and Joan Truscott
Harry Ward.

Alan & Susan Daniels #30

David & Glenna Egan #61

Ed & Millie Bernstein #2

Certificate of Recognition

Dick & Janet Shipman #3

Kjell & Kay Myhre #13

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Larry Spring #75

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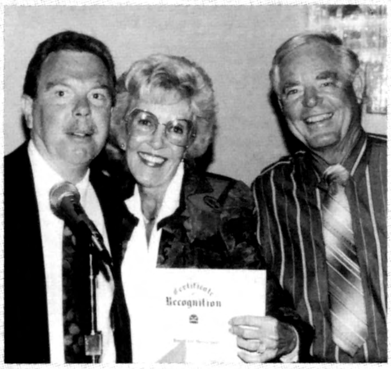
John & Joan Truscott #81

Certificate of Recognition

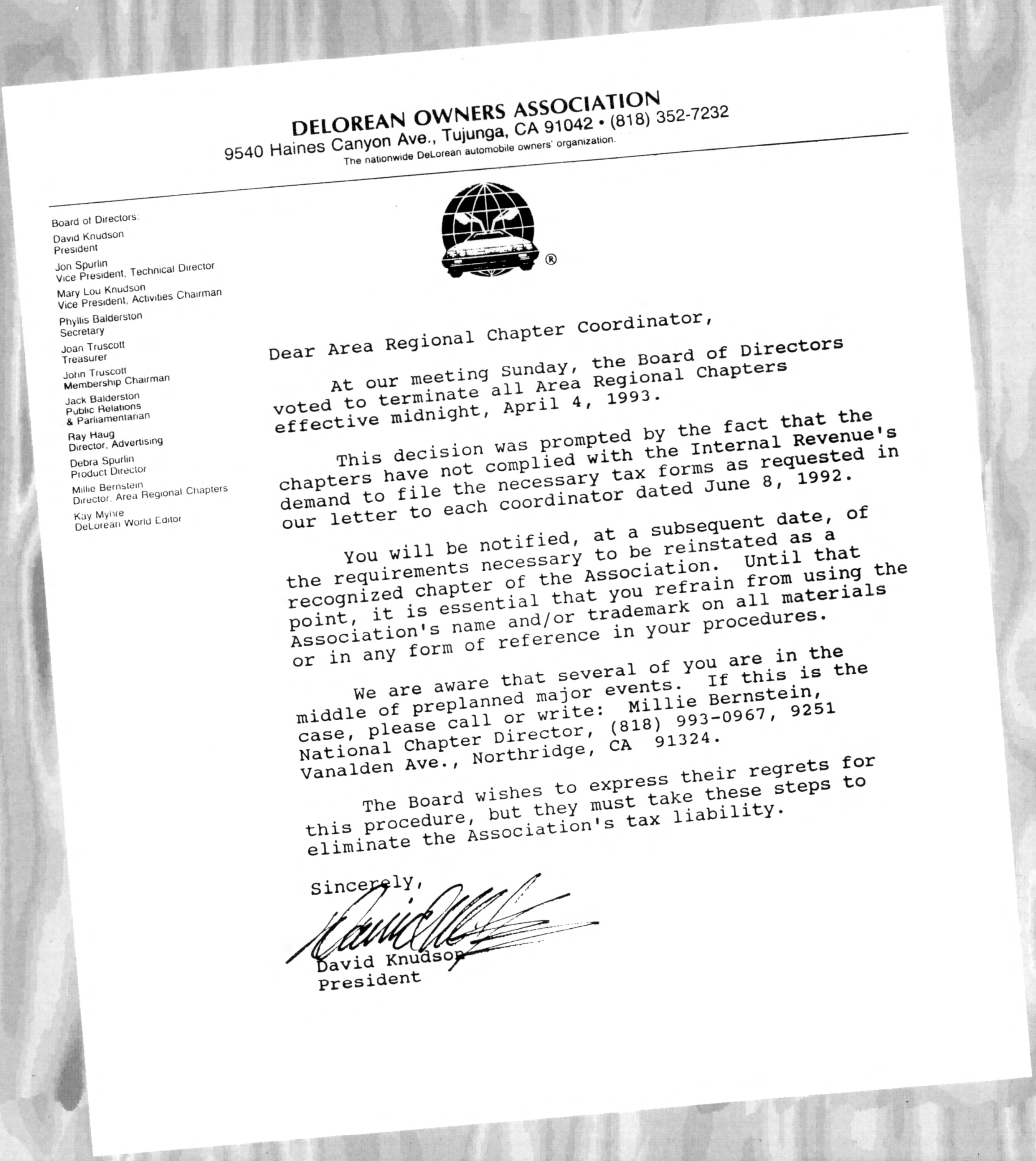
David & Mary Lou Knudson #4


Certificate of Recognition

Wayne & Donna Hull #36

Certificate of Recognition

Charles & Jeannie Scholfield #34



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9540 Haines Canyon Ave., Tujunga, CA 91042 • (818) 352-7232
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DeLorean World Editor

Dear Area Regional Chapter Coordinator,

At our meeting Sunday, the Board of Directors voted to terminate all Area Regional Chapters effective midnight, April 4, 1993.

This decision was prompted by the fact that the chapters have not complied with the Internal Revenue's demand to file the necessary tax forms as requested in our letter to each coordinator dated June 8, 1992.

You will be notified, at a subsequent date, of the requirements necessary to be reinstated as a recognized chapter of the Association. Until that point, it is essential that you refrain from using the Association's name and/or trademark on all materials or in any form of reference in your procedures.

We are aware that several of you are in the middle of preplanned major events. If this is the case, please call or write: Millie Bernstein, National Chapter Director, (818) 993-0967, 9251 Vanalden Ave., Northridge, CA 91324.

The Board wishes to express their regrets for this procedure, but they must take these steps to eliminate the Association's tax liability.

Sincerely,

David Knudson
President

DeLorean Owners Association
Chapter Bylaws

ARTICLE I, CHAPTER BYLAWS

These bylaws shall be adopted and implemented at all National Area Regional Chapters of the DeLorean Owners Association. Failure to adhere to these bylaws shall be cause to rescind the Chapter's charter.

ARTICLE II, ESTABLISHING A CHAPTER

(a) Establishing. A chapter shall be established by the national Chapter Director with the concurrence of the national Board of Directors.

(b) Geographic Boundaries. The geographic boundaries of the Chapter's territory shall be defined by the national Chapter Director at his or her sole discretion, upon consultation with interested members in the regional area.

(c) Redefining Chapter Boundaries. The national Chapter Director has the authority to combine, divide or otherwise redefine the boundaries of a Chapter based on the level of activity in that Chapter.

(d) Chapter Coordinator. The national Chapter Director shall also designate the Chapter Coordinator and provide that individual with all necessary advice and documentation by which a Chapter shall be operated.

ARTICLE III, MEMBERSHIP

All DeLorean Owners Association members in good standing who reside within the boundaries established for a chapter are automatically members of that Chapter. All members of a DeLorean Owners Association Chapter shall also be members in good standing of the DeLorean Owners Association.

ARTICLE IV, DUES AND BANK ACCOUNTS

(a) Dues: Chapters may not charge dues, but may charge attendees for events that the Chapter sponsors.

(b) Bank Account(s): Each Chapter shall have a bank account(s) that is opened in the name of the DeLorean Owners Association, Regional Chapter (number). Authorized signatures shall be any two persons, acting together, of the following: Chapter Coordinator, Chapter Treasurer, Chapter Secretary.

ARTICLE V, ADHERING TO STATE AND FEDERAL REGULATIONS

Each Chapter shall file for non-profit status with the Internal Revenue Service and with its State regulatory board, as required, and shall follow all required regulations, including the filing of federal and state tax returns.

ARTICLE VI, REPORTING

(a) Financial: A copy of the Chapter's year-end bank statement shall be sent to the national Treasurer by January 31 of each year. A copy of the Chapter tax returns shall be sent to the national Treasurer by April 30 of each year.

(b) Activities: Chapters shall report quarterly to the national Chapter Director a list of Chapter Officers and of meetings and activities. A copy of all newsletters, announcements and bulletins; a schedule of future activities and a report on past activities, including the list of attendees, shall also be sent quarterly to the national Chapter Director.

ARTICLE VII, CHAPTER OFFICERS

Each Chapter shall designate the following officer positions: Secretary, Treasurer, Technical Director, Activities Director, and Products Director. One individual may hold more than one position, but the responsibility for each of these activities shall be assigned.

ARTICLE VIII, MEETINGS

At least one annual meeting shall be held in order for the Chapter to remain active.

ARTICLE IX, REMOVAL OF CHAPTER OFFICERS

The national Chapter Director, with the concurrence of the Board of Directors, may remove from office a Chapter Coordinator for failure to enforce these bylaws, and may remove from office the Coordinator or other officer designated in Article VII for failure to meet any of the conditions below:

sound chapter management
insufficient interest, or ability to devote sufficient time to the Chapter
acceptability by a reasonable number of Chapter members
adherence to the goals, purpose and image of the DeLorean Owners Association
adherence to the Chapter or the Association bylaws.

ARTICLE X, REVOCATION OF A CHAPTER'S CHARTER

The national Chapter Director, with the concurrence of the Board of Directors, may revoke the charter of a Chapter for failure to adopt or to adhere to these bylaws, for insufficient activity as required by Article VIII, or for insufficient membership. Revocation of a Chapter's charter terminates its legal right to use the Association's registered name and trademark.

ARTICLE XI, AGENCY

Neither a Chapter, nor any members of a Chapter may act as agents of the Delorean Owners Association, nor may they create any obligations binding on the DeLorean Owners Association, nor issue any statement or publications in the name of the DeLorean Owners Association that purport to emanate from the Association as a whole.

ARTICLE XII, TRADEMARK AND COPYRIGHT

(a) Trademark: All Chapters, when using the DeLorean Owners Association trademark shall abide by the federally authorized and registered description of the mark. The Association logo, if used, shall be copied intact and without change and any accompanying artwork and text shall be positioned at least half the height and width of the mark away from it.

(b) Copyright: The publication DeLorean World is copyrighted and cannot be duplicated in whole or in part without express written permission of the national President.

ARTICLE XIII, DISSOLUTION OF CHAPTERS

When a Chapter is dissolved for any reason, all funds remaining in its bank account(s), shall be sent to the national Association for deposit in the general fund.

ARTICLE XIV, NATIONAL SUPPORT TO CHAPTERS

The goal of the DeLorean Owners Association is to support the DeLorean marque and to help all owners with information that supports their interest in the automobile. As part of this goal, Chapters are established. Chapters, in turn, are expected to recruit new members for the DeLorean Owners Association. To this end, the Association, acting through its Membership Director, will rebate to each Chapter ten dollars ($10) for each new member whose application for membership is submitted through that Chapter and accepted by the Association. This rebate does not apply to renewal memberships.

The national Board of Directors will also suggest topics for social and technical meetings of Chapter members and may, at the discretion of the Board of Directors, send personnel to help a Chapter organize and conduct events.

Adopted by the Board of Directors
May 2, 1993

THE DMCL TEST *track*

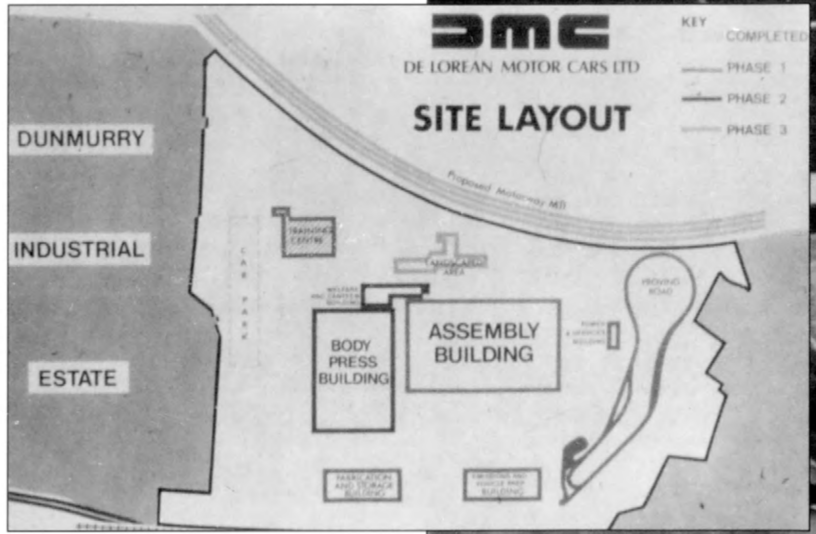
By K.M. Loasby

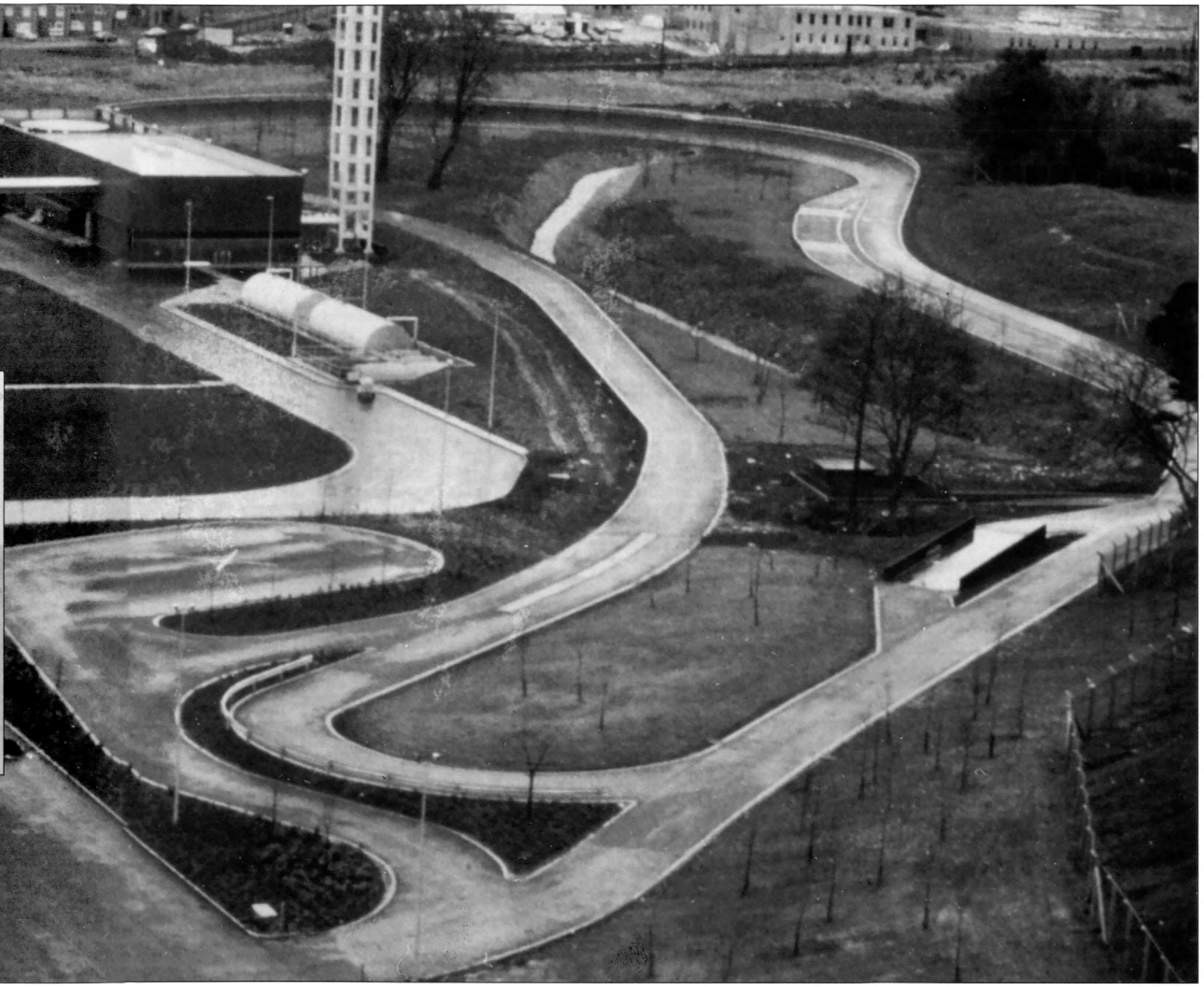
The purpose of the test track at Dunmurry was purely as an aid to 'quality control'. The principal idea was to provide a series of different surfaces and conditions which would make it a bit easier for the car testers to identify the causes of such rattles, squeaks and leaks as existed in some finished cars. It was also intended that all cars should be taken around the circuit and over the various features so that any problems could be found and corrected before the cars left the factory.

It was not laid down as a development track and was certainly much too short — and slow — to do anything serious like that, the actual site also making it effectively impossible to complete laps at anything like maximum speed.

> **"It was essential to have a minimum of one bank corner so that the maximum local legal speed of 70 mph was attainable."**

As you can see from the illustration, the track was tapered, somewhat banana shaped, as it had to fit the remaining part of the factory site; in point of fact it was quite difficult to fit in a complete circuit where cars could circulate without stopping or turning round.


DMC
DE LOREAN MOTOR CARS LTD
SITE LAYOUT
KEY
COMPLETED
PHASE 1
PHASE 2
PHASE 3
DUNMURRY
INDUSTRIAL
ESTATE
Proposed Motorway M1
TRAINING CENTRE
LANDSCAPED AREA
WELFARE AND CANTEEN BUILDING
CAR PARK
BODY PRESS BUILDING
ASSEMBLY BUILDING
POWER & SERVICES BUILDING
PROVING ROAD
FABRICATION AND STORAGE BUILDING
EMISSIONS AND VEHICLE PREP BUILDING



Inset: Dunmurry Industrial Estate Site Layout. Below: Elevated view of the DMCL Test Track.

To achieve vaguely realistic speeds in such a confined space, it was essential to have a minimum of one banked corner so that the maximum local legal speed of 70 mph was attainable, and the intention was to do this whilst maintaining equal loadings on the inside and outside wheels — in other words, to make the neutral speed of the corner 70 mph.

I had calculated the required angle for the banking, a simple procedure, but was unable to convince the architects that the track was to be built at that angle! They seemed to think that it was "too steep" regardless of the calculations, and made it at an angle consistent with a neutral speed more of the order of 50 mph as far as I remember (contrary to various comments I have heard since). There were a few comments about not having any road rollers capable of doing 70 mph to roll the Tarmac on the banking, but I am not sure that that was the real reason.

However, the neutral speed was less than planned and even so caused me some anxiety regarding the skills of the various drivers at the outset, as I was the only one on the staff who had ever driven round a banked circuit at speed (MIRA — the Motor Industry Research Association).

continued on next page

There is generally a tendency for inexperienced drivers to enter banking too low and this leads to an unfortunate tendency to drive up the banking and over the top, leading to hurt feelings and bruised reputations, amongst other things.

Accordingly, I carefully laid down the correct 'line' and had it marked out in yellow paint for all to see, driving a car around and actually recording the line that I took. This gave the best line for the corner regardless of speed, and it was a simple thing to motor around at 50 mph, the actual neutral speed, but a little more difficult to achieve the prescribed 70 mph; anything over that became progressively more difficult, of course, and the limitation on speed became vehicle performance and ultimately track width.

> **"It was obviously not practical to have cars going around the circuit in both directions."**

There is a need for some form of restraint arrangement around the top of the banked section, to stop people going over for any reason, and this was accordingly done, and in addition, a very high net was erected to stop people throwing bricks on the track. If they managed to clear the net, they would also clear the track. Bricks seemed the least of our problems when, on a few alarming occasions, we had youngsters from the adjacent housing estate climbing right up the net to watch what was going on.

Having come from the 'mainland' with some 20 years of development driving experience, and having personally carefully laid out the track as I have detailed, it caused me some private amusement somewhat later in the day to be assessed as to my capability to drive around the track in company cars by a later arrival on the scene who I believe to have been a fork-lift driver! But he was doing his job and he did it well — and I passed!

As the 'raison d'être' of the track was to allow the testers to check for rattles, etc., amongst other things, and to be able to decide whence they emanated, most of the other features were only wide enough for one wheel, and consequently were placed in the middle of the track so that either side of the car could be excited. It was obviously not practical to have cars going around the circuit in both directions, and neither was it feasible to change the direction at some time during the day as is done at some test tracks. Problems had to be sorted out within minutes at that production rate.

> **"It was useful to run the car at road speeds just as a final check, to see if it felt alright and drove properly."**

Various surfaces were used, each designed to produce its own variety of nasty vibration or bump, ranging from parallel ripples and 'pave', for general rattles, to drains and 'sleeping policemen' to detect(!) the heavier 'clonks'.

After leaving the final test at the end of the production line, where brakes, lights, acceleration, gear change, emissions and so on were tested routinely on a rolling road, it was useful to run the car at 'road' speeds just as a final check, to see if it felt alright and drove properly.

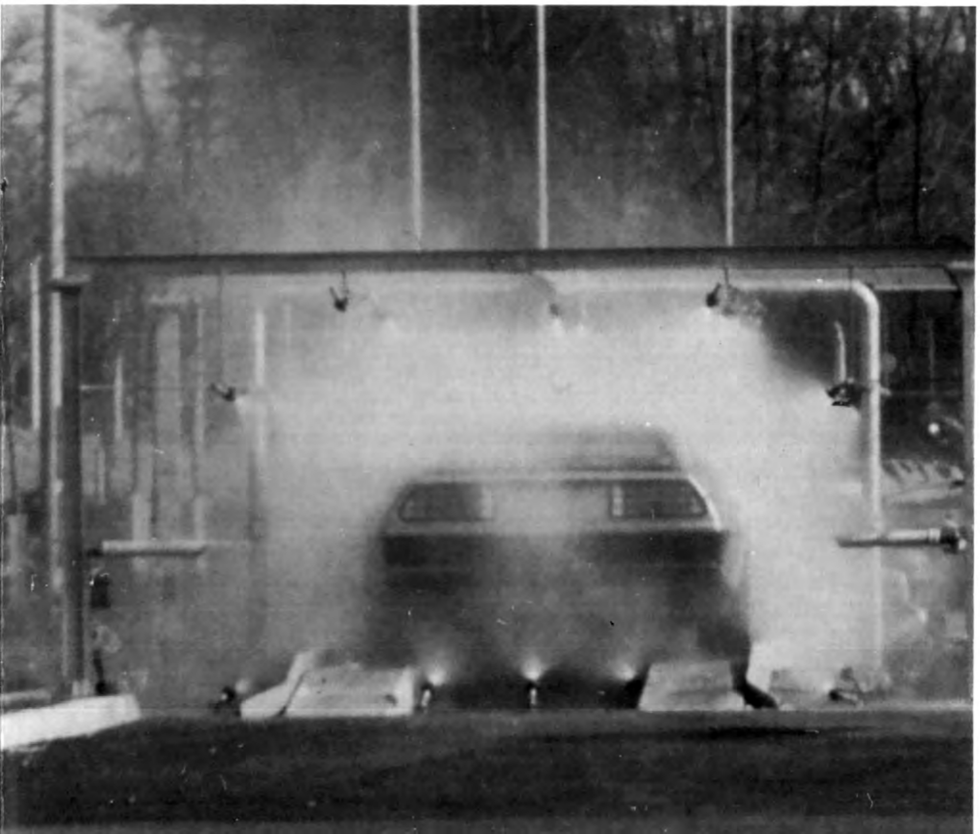
The other major feature was, of course, the water-splash into which the braver — or more lunatic, depending on your point of view — members of society were wont to drive at elevated speeds to see how much water they could remove from the splash, either onto the surrounding area or into the car. Actually, the cars were very good from this point of view, it being infinitely more difficult to prevent water entering through gaps in the door seals; there was an adjacent facility for spraying water from all directions on the cars in a static condition, and this was more than adequate!

Just before reaching the water-splash area were situated two other features which are often met in every-day life and which cause a certain amount of anguish to the average driver — a sleeping policeman and a transverse drain. Like the water-splash, they were arranged to one side of the track so that they didn't have to be driven through to complete a full circuit of the track. We took advice on the 'policeman' in particular, and the resulting hump was rather violent and much more effective than the ones one normally meets in the street; we had to tone it down somewhat.

The track was very useful indeed whilst it all lasted — unhappily not long enough to test the wear characteristics of the surface — and we never found out if the track could be re-surfaced using a standard roller!

> **"The other major feature was...the water-splash into which the braver... members of society were wont to drive at elevated speeds..."**

Water integrity testing of the DMC 12 Motor Car.



ABOUT THE AUTHOR

Mike Loasby is currently chief executive of Midland Design Partnership in Warwickshire, England. This company was established in 1982 in order to utilize his extensive and diverse experience gained throughout the automotive industry. His automotive designs include engine design and research, gear box and transmission design, body engineering, aerodynamics, finite element analysis, and certification, to name a few.

Prior to his current endeavors, he was Director of Product Engineering for new vehicle programs for the DeLorean Motor Company Ltd. for four years starting in 1978. His responsibilities included engineering, quality control, and service in the new car program. He exercised a significant role in designing the factory test track and emission laboratory layouts.

In the period from 1967 to 1978, he held numerous positions with Aston Martin LaGonda Ltd., and Triumph Motor Company Ltd., (British Leyland). Working as development engineer, he carried out assignments from development to the production stage progressing to responsibility for all engineering departments including production engineering, quality and inspection. He engineered the new LaGonda in 1976, the Bulldog in 1978, and upgraded the current production of cars as well as producing the Vantage version.

Mike Loasby, Director of Product Engineering for DMCL and Test Track designer

His long career in the automotive industry dates back to 1958 with Alvis Ltd. in Coventry advancing to service engineer at Coventry Climax in 1966. Besides his work with Lola / Aston Martin for LeMans, Mr. Loasby also managed to find time to engage in extramural activities in the design and manufacture of the F-2 engine and the F-2 racing car, the convertible XJC Jaguar, the convertible 3.8 Jaguar, and mid engine sports cars.

He also holds a private pilot's license since 1979 and an International Competition license since 1965. He is a member of the Society of Automobile Engineers and is a fellow of the Institute of Motor Industry. He was married in 1962 and has two sons, one of which is also in the motor trade. His hobbies include an active interest in music.

Having written a sum total of fifty papers, he also is a lecturer on manufacturing awareness as part of a Masters post-graduate course in Mechanical Engineering at Cranfield Institute of Technology.

ATTITUDE ADJUSTMENT ABOUT TORSION BAR ADJUSTMENT

By Kjell Myhre

Many of you, like myself, have probably gone through a number of torsion bar adjustments to compensate for the droopy door syndrome.

Recently, upon replacement of the door gas struts, the result was that there was more than adequate force to bring the doors to a full open position. It became instantly obvious to me that retorquing the door torsion bars only, is inadequate to maintain proper door opening. In the past, I had attempted to overcome failing gas struts with excessive torque on the torsion bars.

In observing the mechanism of the opening of the door, the initial motion of the door is due to the maximum torque of the torsion bar at the initial half of the upward rotation of the door, and the effect of the gas strut has the least effect on the rotation of the door initially. But the force of the gas strut is increased upon the terminal half of the rotation, whereas to overcome the diminishing torque of the torsion bar in the terminal half of opening the door.

This phenomena was the guiding principal of the designers of the door mechanism. This mechanism is not spelled out in technical manuals that I am aware of. However, in the process of reverse engineering, inherent in the opening and closing of the doors of the DeLorean, it is obvious the initial force in opening the door is provided by the torsion bars. And the terminal force is provided by the gas struts. Hence, should you persistently have the drooping door syndrome, it is strongly recommended you replace the gas struts rather than run the risk of over-torquing the torsion bars in order to overcome failing gas struts.

Over-torquing the torsion bars may damage the torsion bar retaining plate, backing plate, or splines anchoring the torsion bar mechanism.

In shopping around for either factory original equipment or suitable replacement parts for the DeLorean automobile in general, I tend to gravitate toward functionality and longevity of service. I am certain there are multiple sources for replacement gas struts, however, should it be important to you to replace this item with quality, including corrosion resistance, I am sure you will be able to find, as I have, gas struts made by Stabilus. They have been tested according to the ASTM B117 twenty-four hour exposure salt spray corrosion resistance test procedure with excellent results. In addition to corrosion resistance, they exhibit a high degree of serviceability based on the surface treatment of the piston rod and otherwise superior construction.

> **"It became instantly obvious to me that retorquing the door torsion bars only, is inadequate to maintain proper door opening."**

At this point, my DeLorean reads 167,000 miles on the odometer. Because I drive this automobile every day, quality and serviceability of a replacement part is very important. With regular maintenance and recent refinishing of the rear and front fascia, and the replacement of a progressively cracking front windshield initiated by a rock over a year ago, my DeLorean appears and feels very much like the day I drove it off the showroom floor with only 4 miles on the odometer.

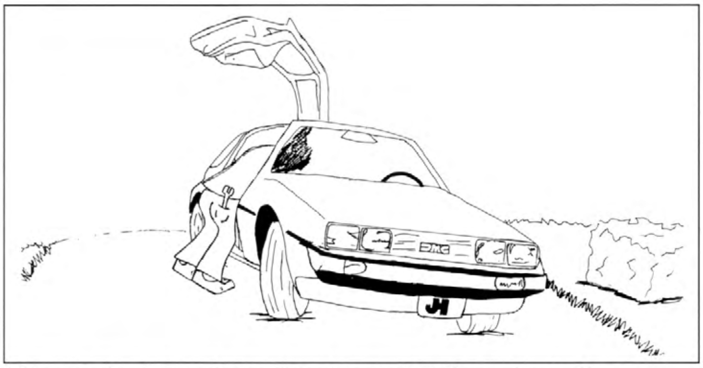
In Memoriam

Long time and active DeLorean Owners Association member Charles McMillin passed away April 24, 1993. He was an electrical engineer, having received his education at Wayne University in Detroit, Michigan, and most recently has been residing in Panama City, Florida. His wife, Shirley, will continue to be a member of the Association. You may recall their "pearl white" DeLorean displayed in a previous issue of DeLorean World.

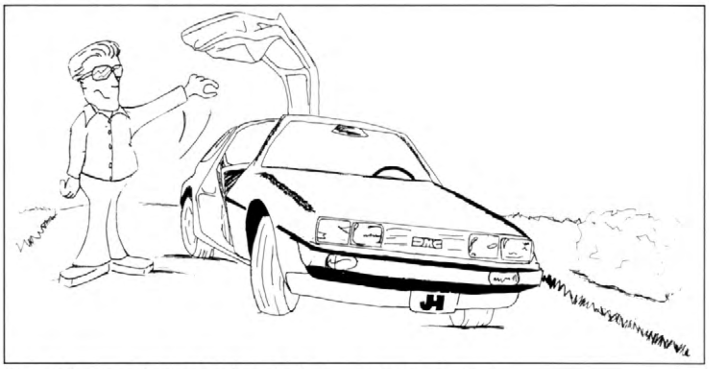
GULLIVER'S
TRAVELS

GuViver's
Travels

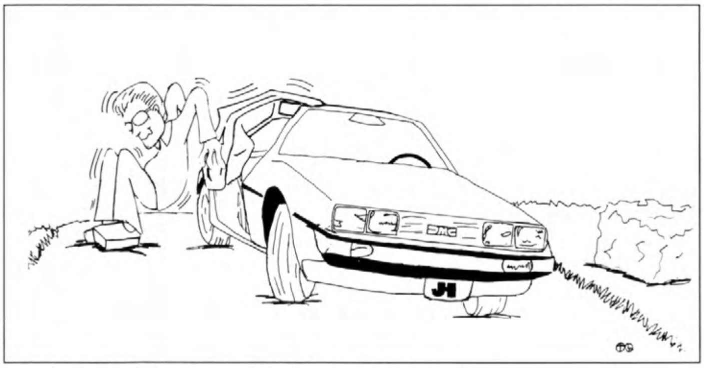
created by Jim Hales



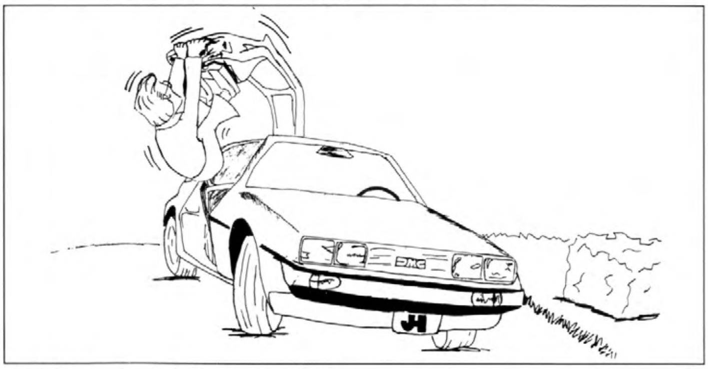
This must be the tenth time I had my torsion bars adjusted!



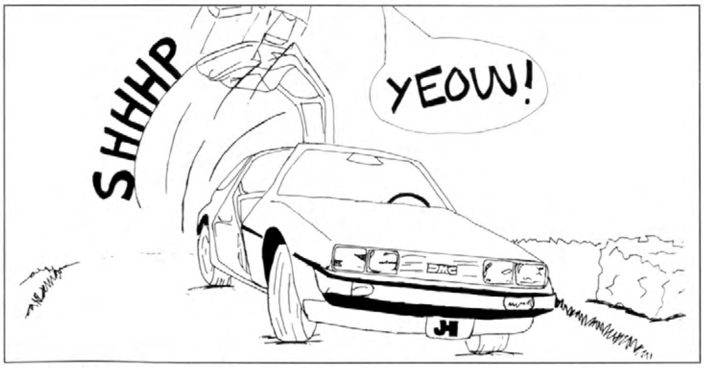
But this time I also replaced the gas piston springs.



Maybe I should have replaced the gas pistons first...



and then adjusted the torsion bars.


SHHHP
YEOW!
DMC
JH

You're right! Replace the gas pistons first, and then adjust the torsion bar unless you want to be catapulted into low orbit!

Cartoonists: Tommy Giddens, Louie Elias

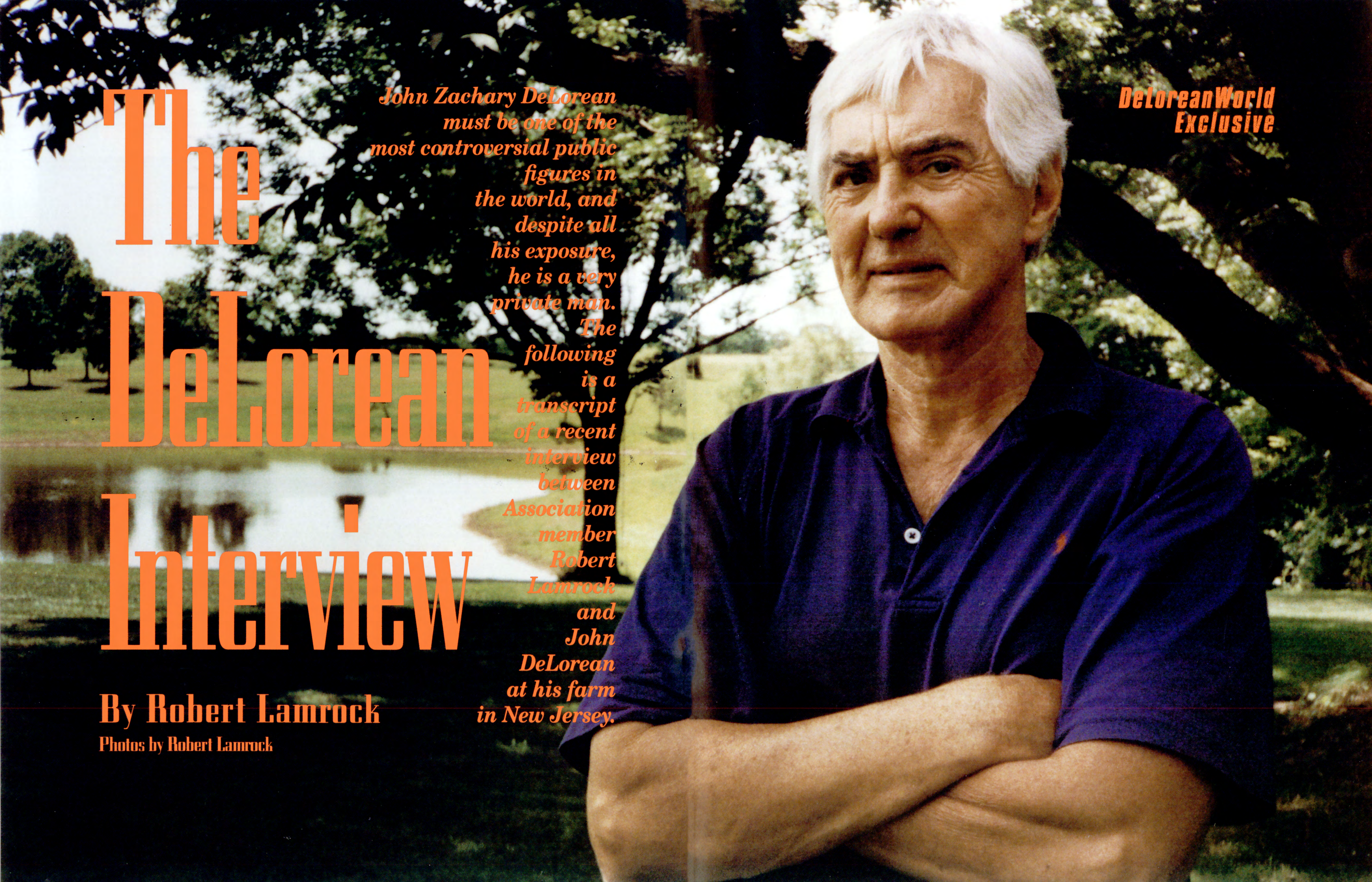
DeLoreanWorld Exclusive

The DeLorean Interview

By Robert Lamrock

Photos by Robert Lamrock

John Zachary DeLorean must be one of the most controversial public figures in the world, and despite all his exposure, he is a very private man. The following is a transcript of a recent interview between Association member Robert Lamrock and John DeLorean at his farm in New Jersey.



The DeLorean Interview *continued*

ROBERT LAMROCK: Could I start, John, by taking you back to the beginning and ask you why the car was called the DMC 12?

JOHN DELOREAN: Well, that was an internal code name that had developed right in the very beginning when our projected price was to be around $12,000 and that was, of course, a much simpler car than the one we ultimately wound up with, so it sort of hung around. I don't know why, but it just did.

R.L.: Why did you pick the PRV V6 engine? There was a lot of criticism from motoring writers, at the time, that it was under-powered. Was it chosen purely for economic reasons or availability?

J.D.: No, that was a very expensive engine and we had two stages. One was to produce the car with that engine, which, while it was moderately powered, it gave adequate performance. Then we had developed and were ready to have available a twin-turbo version that was being done by Legend Industries up in Long Island that could be retrofitted to existing cars or put into new cars. It gave around a 4.7 second 0 to 60. It was really the fastest car probably in the world at that time. That was our plan and it would have been about a $2,500 option.

"WE HAD DEVELOPED AND WERE READY TO HAVE AVAILABLE A TWIN-TURBO VERSION"

R.L.: The car was very innovative for its time. I believe you patented several elements of the car?

J.D.: Well, that was something that goes back to my General Motors days. Basically I'm an engineer and even today, now I've been twenty years out of GM, I don't think there's a car built in the world that doesn't use something that was done under my auspices.

R.L.: With that in mind, there have been lots of articles about the car making a comeback — speculation about the car being reproduced in South Africa. There's even an article about the car being manufactured in Pennsylvania (Performance Car June, 1992).

J.D.: That's news to me.

R.L.: If somebody were to reproduce the car, I presume you hold the copyright?

J.D.: Yeah, I bought back the patents of all the technical work that was done in DMC in my settlement with the trustee and now we're licensing some of them. Of course I collect some royalties from Universal Studios with the Back To The Future cars, rides and toys. And I'm licensing two of the patents — now it looks like Goodyear is going to buy one, and it also looks like I'm getting pretty close on one of the other engine patents. I expect they're going to do quite well when all is said and done.

R.L.: Do you think in hindsight you would have changed anything about the car?

J.D.: Well, we probably should have put more performance in it at the beginning, although as I've said, I was convinced that within six months of the launch, we were going to have this other engine which was going to give us a new shot of publicity. And of course it was designed to be retro-fitted so if you wanted to put one in your car you could do so. Other than that, no, I liked pretty much everything about the car. The styling has worn extremely well, even to this point in time, so I'm not sure I'd do a lot differently than we did.

R.L.: There was research and development for the future. You had a sedan contemplated?

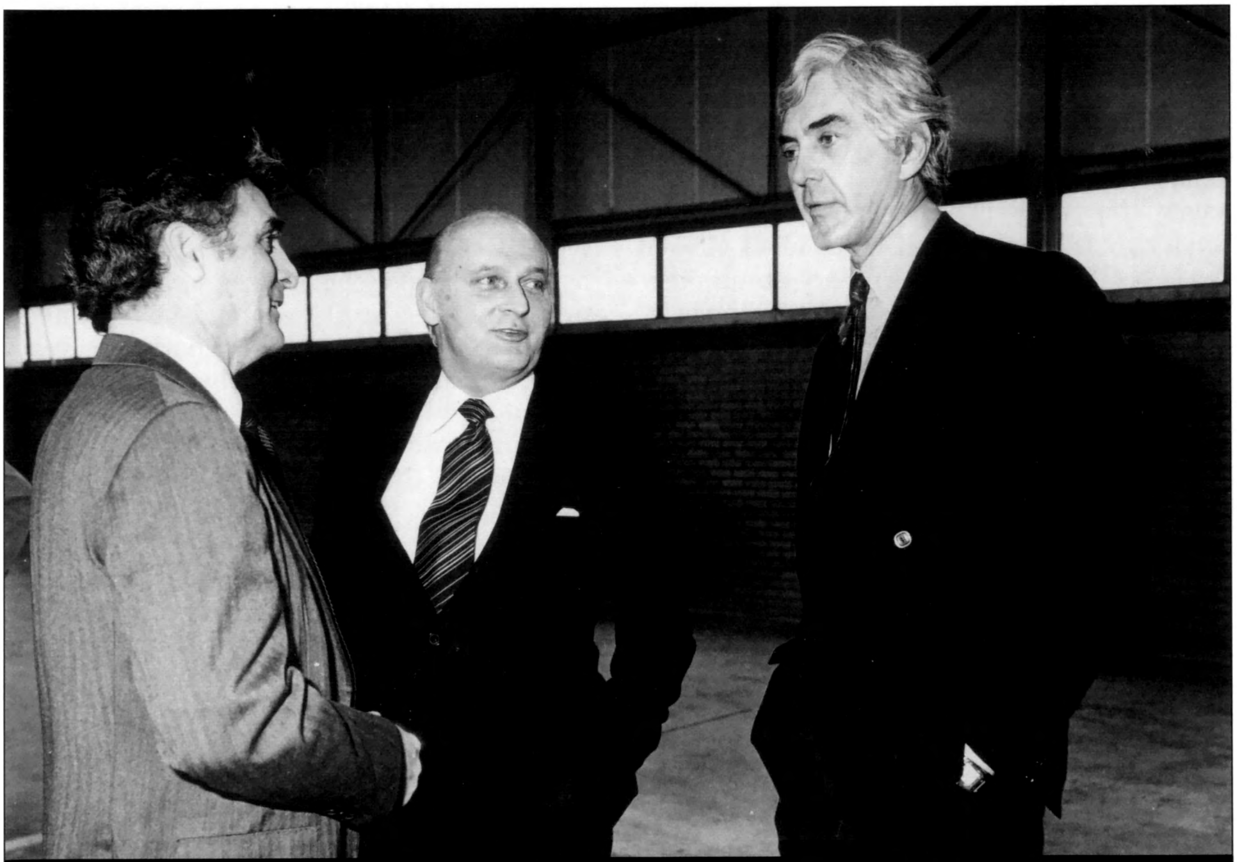
J.D.: We were looking at a sedan. We never got very far along with it because you need to have a good reason for being there. And of course there

"At that time, as you know, there were very few sports cars. The only American sports car was a Corvette."

are a lot of sedans in the world. At that time, as you know, there were very few sports cars. The only American sports car was a Corvette and there were no other sports cars to fit the market. Of course, since the DMC, everybody got the idea and it grew to the point where I think there were twenty sports cars available here in the last couple of years. That really started because of the DMC.

R.L.: Was there an intention to have a 4-wheel drive DMC?

J.D.: We were looking at a 4-wheel drive. I'm not sure 4-wheel drive makes sense in a car, to be honest with you, except in an off-road vehicle, because while it gives the illusion of better handling, the truth is that the handling isn't any better. Old Mauri Salli was the English engineer who did all the basic work on handling — even today it's still the basic [concept] — [he] said it's fundamental you can either use the traction of the tire on the road for steering or [for] traction; you can't use it for both. And that's why no front wheel drive car handles as well as a good rear wheel drive car.



Eugene Cafiero (President), Don Lander (Managing Director), and John DeLorean. *photo 1981*

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The DeLorean Interview *continued*

R.L.: Would you prefer to see the cars today still in their stainless steel livery, or how do you feel about people who customise them and spray them?

"I THINK THE TRAGEDY...IS THAT A BUNCH OF REALLY DEDICATED PEOPLE DID A REALLY WONDERFUL JOB..." AND "THAT THESE PEOPLE NEVER GOT THE RECOGNITION."

J.D.: Well, it was our intention to make available and we worked with DuPont to develop a series of paints to the dealers. This is a very easy car to paint — the panels all pop right off, you paint it, run it right through an oven, bring it back out and you've got the equivalent of a factory job, also very easy to repair. So it was our plan to offer through the dealers a variety of paint colors. Again, that was to be step number two. We had completed development work with DuPont but we never got around to starting to sell it.

R.L.: You had looked at various countries in the world to set up the plant. Do you think that if the plant had been located in Puerto Rico or in the States it might still have been going today?

J.D.: Yes. I think if we had built it in Detroit or in the States I'm pretty sure it would still be going today. I think what happened there was we just got caught in a political skirmish. I think the Conservative government decided they couldn't allow the Labour party to have a success.
We made 26.5 million dollars in the last half of 1981, our first six months in business. No industrial development company the British government ever put in business ever did that. So it was pretty dramatic. We were making five million a month and they closed us. But because we got successful, we needed more working capital and we didn't own anything. They owned every lot, the factory, all the tools, all the equipment, all the furniture — every pencil. So we couldn't borrow money anywhere. We had to rely on their living up to their end of the contract, and of course, they refused to give us the ECGD financing that every other manufacturer gets in Great Britain. Whether they make tooth brushes or steam turbines, they all get ECGD financing. And they kept telling us they were going to, but they never did. As you know, the economy of the world went into a terrible slump right at the first part of 1982, general American industry went down six million units from twelve million. And we would have survived that if the British government had fulfilled their agreement, and the company, I think, today would be employing 12,000 to 15,000 people.

"WE WOULD HAVE SURVIVED...IF THE BRITISH GOVERNMENT HAD FULFILLED THEIR AGREEMENT..."

R.L.: What did you think of the recent article that Mike Knepper wrote in Car & Driver magazine?

J.D.: It's so easy to be unfair because everybody wants to try and project some kind of viewpoint, and I didn't think it was very fair. I think the tragedy really, of this whole thing, is that a bunch of really dedicated people did a wonderful job starting with a cow pasture and building a factory in world-record time, building cars...and you talk to a lot of the owners...they are very well built and very well accepted. I think that's the tragedy, that these people never got the recognition; the Don Landers, the Chuck Beningtons, the Joe Dalys who did all of this work.

R.L.: Do you ever get in touch with any of them?

J.D.: I saw Dave Adams (ex-chief financial officer) and his wife who came through the States here not too long ago. We had dinner. It was wonderful to sit and reminisce. They felt the same way. For example, when the British government put us into bankruptcy, we had four million in the bank and we owed them $800,000 and they wouldn't let us pay them. Why? — I don't know. My problem was I was too dumb to realise that if they were going to put us down...they were going to put us down. And I kept fighting so they finally had to get rid of me and they did it.

R.L.: Have you plans for another car?

J.D.: I'm working on one now which is coming along quite well. Unfortunately, the last two times I've tried to revive DMC, we ran into problems I think were foisted upon us. As you know, the British government threw the dies into Galway Bay almost the day we said we were going to do it. And then the next time around they convinced the government to indite me about two weeks after we announced we were going to produce a car again. Marvin Katz in Columbus (Ohio) had bought all the stuff out of the plant. He had 400 car sets of components sitting there including everything but left front fenders. So basically, it would have been pretty easy to start. We hired Peter Mueller, the designer up in San Francisco, to do some re-engineering and we were planning to put in a turbo-charged engine. It would have been an interesting project and quite easy to get into, but every time we tried, they stopped us.

This current car is a completely different car. What I've decided to do now is to produce a car to meet the California 2000 standard which is that in 1998 two percent of all the cars sold in California have to have zero pollution. You can't have an internal combustion engine. And by the year 2004, that goes up to ten percent and at this time 14 other states have accepted the same law, so you're talking about what will eventually be a pretty good chunk of business. So the whole industry is going with battery powered electric cars. We're working on a different concept — we're working on a form of thermal storage.

"WHAT I'VE DECIDED TO DO NOW IS TO PRODUCE A CAR TO MEET THE CALIFORNIA 2000 STANDARD."

R.L.: Does that occupy most of your time?

J.D.: A great deal of it...yeah.

R.L.: You have other interests...in the church?

J.D.: Well, I spend a lot of my time in the church; do a lot with the church and for the church.

R.L.: You didn't remarry?

J.D.: No.

R.L.: Someone else wanted me to ask you that.

J.D.: How old is she? Is she pretty? (Laughter) Send her over and I'll interview her! I'm sort of looking around but I haven't really found anybody. Marriage is a big, big commitment.

R.L.: Do you have a DeLorean car yourself?

J.D.: I have one out in storage in Utah.

R.L.: Is there anything you feel the Association might be able to do for you?

J.D.: Well, maybe in the near future, I may discuss some things with them. I don't think they can do much for me, but we may be able to do some interesting things together.

continued on next page

The DeLorean Interview *continued*

R.L.: How do you look towards your future?

J.D.: I'm very optimistic about everything. I've a number of things that I've been working on. In addition to this new car, I've developed a mass transit system which has been quite favourably received and we're working with a big French company at this point in time. And, of course as I said, a couple of these patents which I bought back from DMC look like they're going to become extremely successful. I'm working on a lot of interesting things.

R.L.: What would be the highlight of your career to date?

J.D.: Well, I think that you have to remember that the records I set running in Pontiac and Chevrolet still stand. Now It's 25 years later and they've never been equaled either in profit or in sales volume — probably never will. I was most proud of the work we did in putting the DeLorean Motor Company together, particularly in Belfast. As soon as I went to Belfast, I said this is where its got to be. I had a great deal of sympathy for the locals at that time, and especially in the Dunmurry area, unemployment was up in the thirty percent range. When the plant was built, you suddenly saw these kids who had old torn jeans wearing new clothes and riding shiny new bicycles now and then. The people in the factory almost made you cry because they just couldn't believe that this could possibly last. You'd meet a guy 35-38 years of age who never had a steady job — he did an odd job here and there, but never had a steady job — it was unbelievable. But it made you feel so good to think that you were doing what you wanted to do and still accomplishing a lot of good. And so I think that was a real highlight. It's a tragedy that it has not been accurately portrayed because the people did a credible thing.

"I WAS MOST PROUD OF THE WORK WE DID IN PUTTING THE DELOREAN MOTOR COMPANY TOGETHER, PARTICULARLY IN BELFAST."

John DeLorean enjoying an Irish joke with Robert Lamrock.

R.L.: Where does the name DeLorean originate?

J.D.: Oh, my family were French and Hungarian. We were just peasants.

R.L.: John, on behalf of the DeLorean Owners Association, thank you very much indeed for inviting me here to your home. We appreciate this interview very much indeed.

J.D.: A pleasure.

DMC
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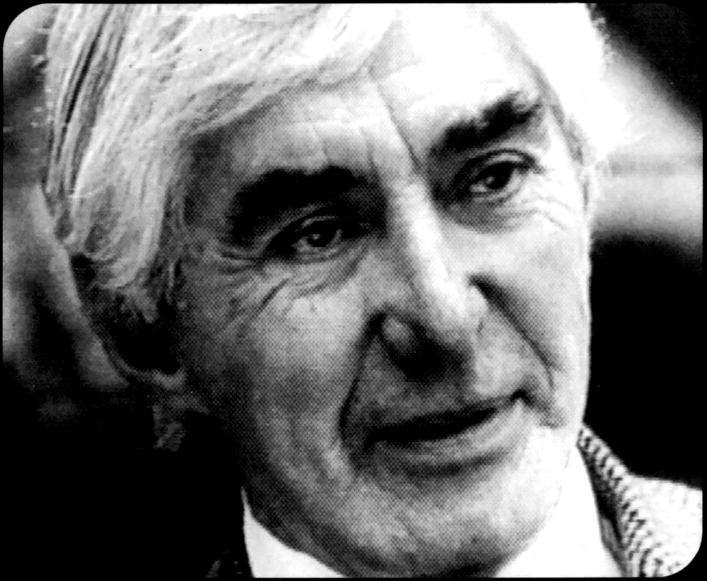
First Production Superintendent



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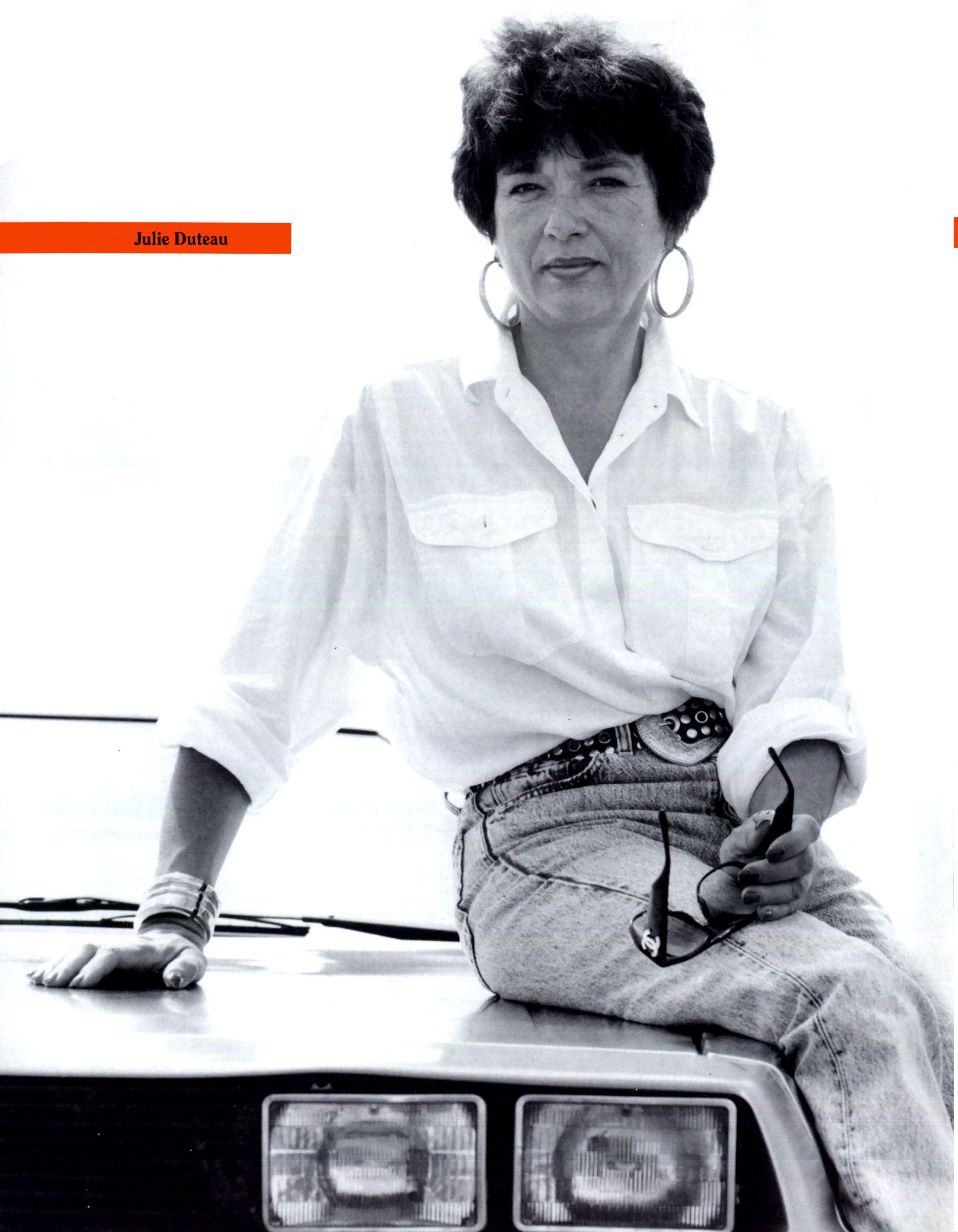


Julie Duteau

"It's like driving a completely different car."

Julie Duteau is the manager of an investment firm in Vancouver, British Columbia. Her hobbies include international travel and figure skating.

"Julie, what do you like best about your DeLorean?"

"Well, my other car is a Mercedes and it's pretty ordinary. The DeLorean attracts a lot of attention and it drives very well, now."

"What do you mean, it drives well, now?"

"When I first got it, three years ago, it had all kinds of problems. But DeLorean One went to work on it and it's a very reliable car, now."

"Why did you buy a DeLorean?"

"I saw a DeLorean for the first time in Greenwich Village. I walked around and around it and said to myself, 'I have to have one of these someday.' The design is really timeless. It's as modern today as it was ten years ago."

"Why did you choose DeLorean One to do the work on your car?"

"When I bought it, it had a DeLorean World magazine in it. The first problem I ran into was the clutch. My brother had started to fix it but he had some difficulties. So, he saw DeLorean One's ad in the magazine and called. They walked him through the entire job over the phone.

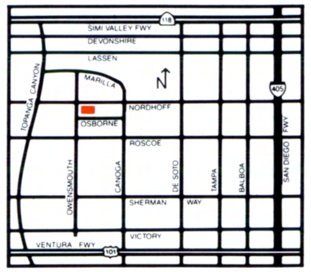
"So, when I decided to drive to the Association event in Scottsdale I drove down to Canoga Park and DeLorean One did the rest of the work. When they were through, it was like driving a different car to Scottsdale and back to Canada."

"What work did DeLorean One do on your car?"

"It needed a lot of things. The electrical system had fire damage. They fixed that. They changed the entire cooling system and put in a new fuel pump; they did the necessary safety recalls and fixed the electronic relays. They rebuilt the front end then fixed a lot of other things."

"Do you intend to keep the car?"

"Oh, yes. I think it's a good investment and I like to drive it now that it's running so well."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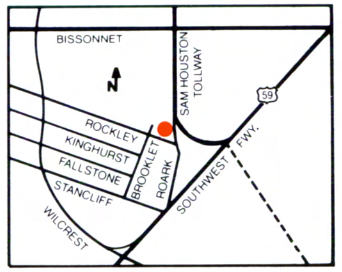
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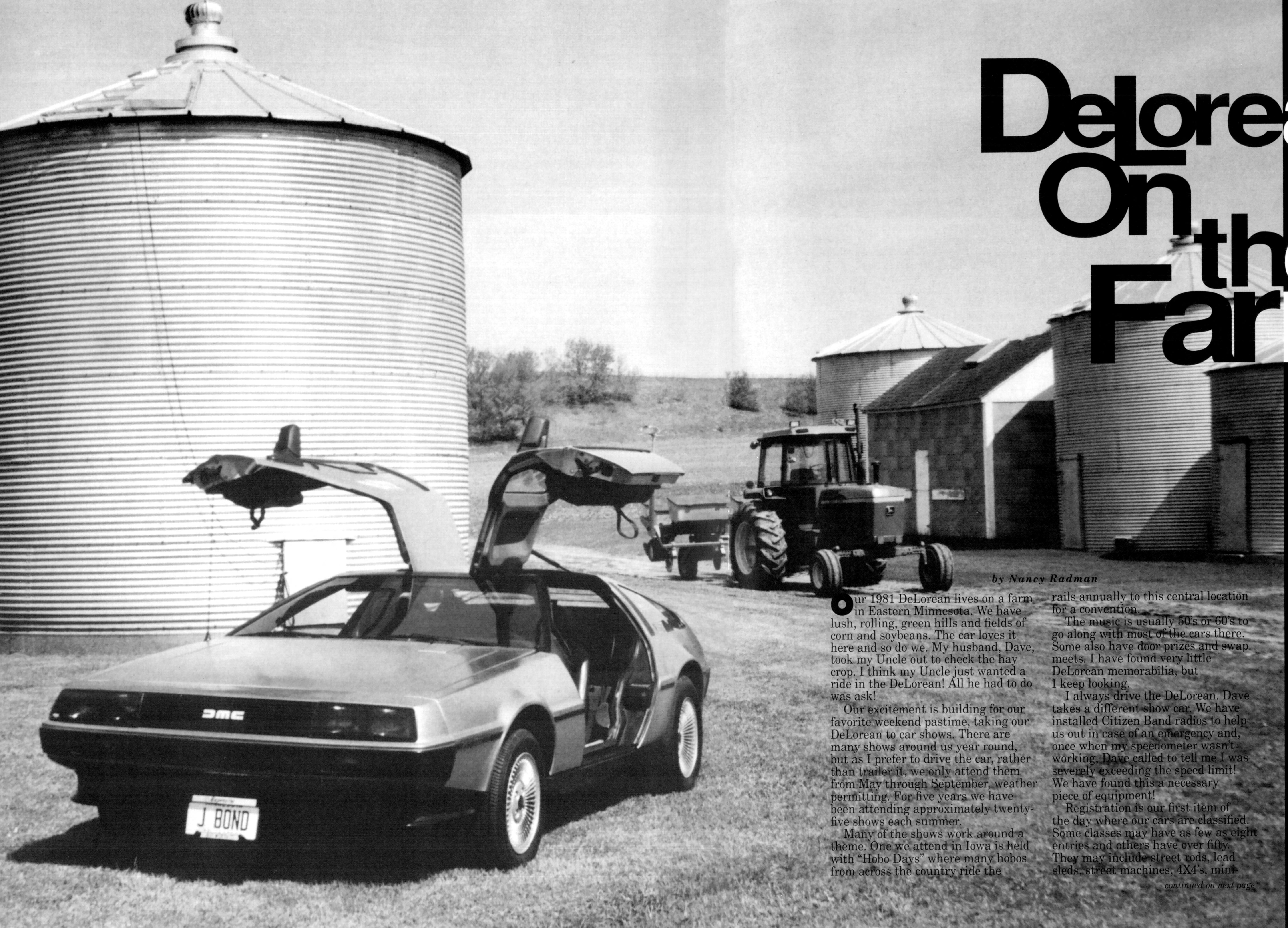

DeLorean On the Farm

“We have never regretted for a minute, the puchase of our car. It has brought us so much joy.”

by Nancy Radman

Our 1981 DeLorean lives on a farm in Eastern Minnesota. We have lush, rolling, green hills and fields of corn and soybeans. The car loves it here and so do we. My husband, Dave, took my Uncle out to check the hay crop. I think my Uncle just wanted a ride in the DeLorean! All he had to do was ask!

Our excitement is building for our favorite weekend pastime, taking our DeLorean to car shows. There are many shows around us year round, but as I prefer to drive the car, rather than trailer it, we only attend them from May through September, weather permitting. For five years we have been attending approximately twenty-five shows each summer.

Many of the shows work around a theme. One we attend in Iowa is held with “Hobo Days” where many hobos from across the country ride the rails annually to this central location for a convention.

The music is usually 50’s or 60’s to go along with most of the cars there. Some also have door prizes and swap meets. I have found very little DeLorean memorabilia, but I keep looking.

I always drive the DeLorean. Dave takes a different show car. We have installed Citizen Band radios to help us out in case of an emergency and, once when my speedometer wasn’t working, Dave called to tell me I was severely exceeding the speed limit! We have found this a necessary piece of equipment!

Registration is our first item of the day where our cars are classified. Some classes may have as few as eight entries and others have over fifty. They may include street rods, lead sleds, street machines, 4X4’s, mini-

continued on next page

At Home.

trucks, stock, modified, foreign, special interest, 2-seat sports, etc. Each class in then divided into age categories.

After we register and park our cars, we may spend two or three hours detailing them. Cleaning tasks vary with the prevailing weather conditions. It always takes awhile to scrape the good, old Minnesota bugs off the front! Also, the wheels are a bit time consuming. Dave always details my tires and engine. I do the interior, exterior, and windows.

I set up a small display with my car. It consists mostly of Irish symbols such as shamrocks, leprechauns, and a pot of gold. I really should mention my teddy bear. He is very special and never missed a car show yet! I even bought him his own car seat so he could see while I am driving down the road. The car seat was legally approved by a policeman, the security officer at the show. He is my good luck bear!

> **"...our favorite weekend pastime, taking our DeLorean to car shows."**

When a show is judged by participant voting, everyone, upon registration, is given a ballot. We may all vote on one car entered in each class. People's Choice cars may not be Concours quality. In Concours competition, judges are hired to carefully select the best from each class. The judges are very thorough. They will thoroughly inspect the car including wheel wells and bonnet. Sometimes I have used a Q-tip to clean all the tiny, little spaces. When special judges are employed, the entrant is asked to stay with their car to respond to a judge's requests. It is a long day for those last on their list!

Originality is an important factor if one is entering a stock class. I am now looking for two new original rear tires. I may be getting my birthday present and anniversary present in one large, but necessary, black heap of rubber!

Vehicles I have competed against are Rolls Royce, Volkswagen, Jaguar, MG, Triumph, Mercedes, Porsche, Jeep, Ferrari, motorcycles, oval and drag racers, Lotus, and a few kit cars. As you can well imagine, the DeLorean holds it own when it comes to trophies.

In Competition.

A few of the special trophies I have been fortunate enough to receive include Best Foreign, Best Non-3 (which means anything but Ford, GM, and Mopar), Mayor's Choice and Best of Show. Some of these include a cash award also. These are especially gratifying trophies. They are the pride of our showcase and always so very unexpected.

Time usually goes quite fast for me at a show. The "people reaction" is wonderful. Many people in our area have never seen a DeLorean before and they are drawn to the car like a magnet,,,, as I'm sure all of you have realized. I have been asked so many questions, and most of them are the same. I finally had a two by three foot sign made up with all the "vital statistics". The children are absolutely marvelous and full of questions on the "Back to the Future " movies.

Normally, a car show will be over by mid-afternoon. We then may drive 50-100 miles to be at the site of the next day's show, to repeat the day. By Sunday night we are totally exhausted. As much as we enjoy driving around the country and showing our cars, it is a great feeling to drive into the garage knowing we have had another safe weekend on the road, for which we are thankful.

We have endured many hot, humid days and escaped with nasty sunburns. We have also spent days in cold, windy and rainy weather. We do try to avoid these. However, the weatherman is not always right and the show must go on! I am keeping a diary in which I record pertinent information about the event.

Our car has been asked to "pose" with the happy bride and groom at a friend's wedding and has been the guest of honor at a high school graduation,, which had a "From the Past to the Future" theme. We car show people are a proud lot, and most often happy to oblige these requests. While our vehicles are in the spotlight, we are very pleased to stand back and soak up the admiration they receive!

We have never regretted for a minute, the purchase of our car. It has brought us so much joy! Because of it, we have met so many wonderful people and enjoyed overnight visits in many charming towns. For us, this has been a truly great way to see and appreciate the endless beauty of our home state.

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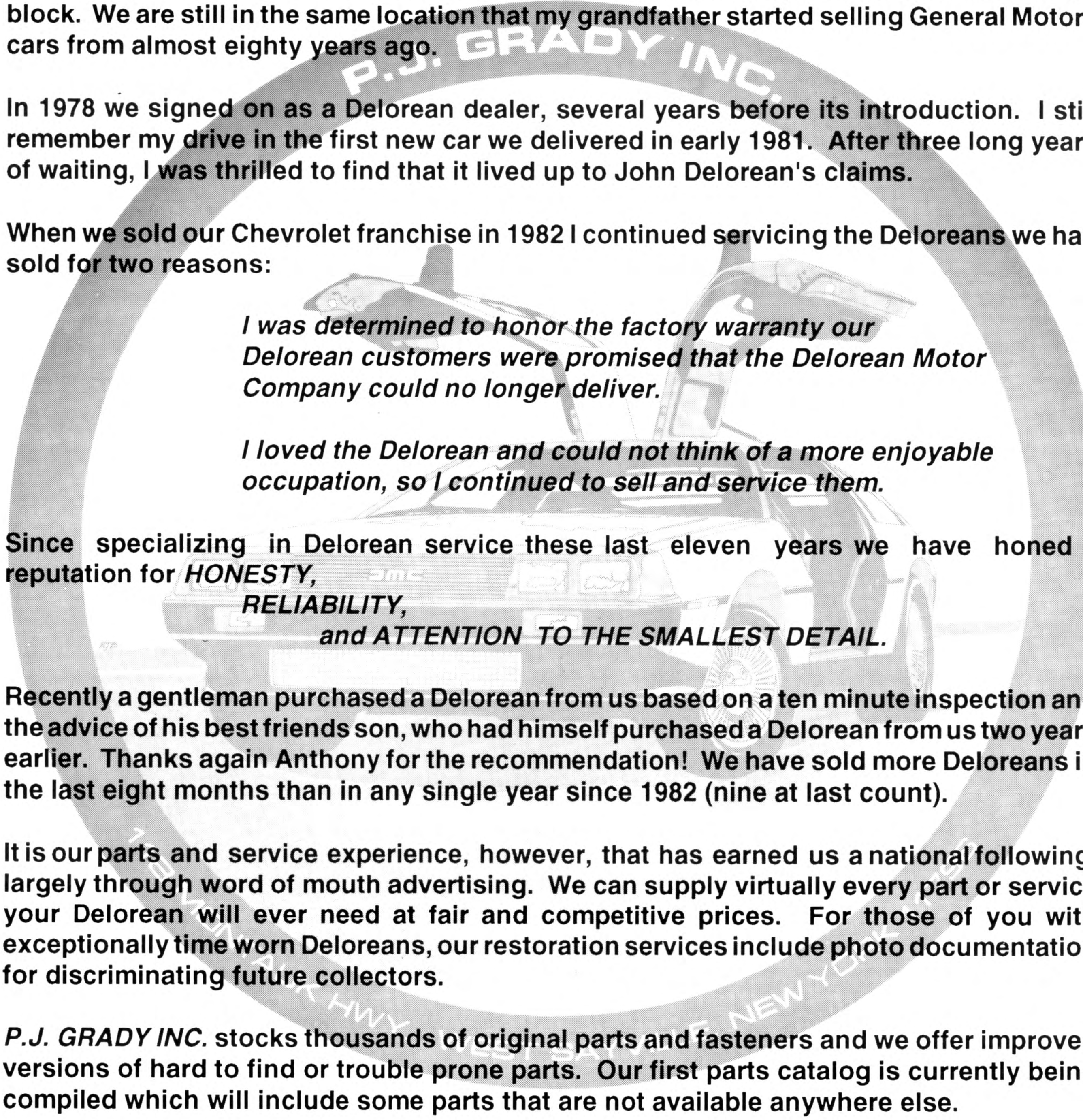

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Regional News, continued from page 9

The last part of the journey found us just north of Pittsburgh (Harmony) at a Victorian (actually more Poeesque) home turned into a restaurant, which was quite good. We learned it was haunted and was visited regularly by a former inhabitant. Naturally we requested a tour in hopes of catching a glimpse of, or hearing something rattling from, the bewitched soul. The owner complied with a complete tour of their many rooms, both downstairs and up, along with complete narrative history of the building and of his personal encounters with the spiritual being. We left without incident, but it was a great ending for amost enjoyable day. The Trunicks did an outstanding job in a short time.

The last event of the year was the holiday dinner party and a gift exchange at a country century inn. There were hors d'oeuvres and hot wassail before dinner in our private room. Again, we welcomed two new couples to the fold. In appreciation of all the event chairman's help and outstanding effort made by each in making 1992 a success, I personally awarded each a Chairman's Award plaque with Association logo seal.

While at the meeting, we made plans for 1993 which includes a "white elephant" fund raiser auction (time to clear out the garage and basement), a hospital charity car show for kids, and a joint tour of Greenfield Village with DeLorean Owners Association members in Michigan, to name a few.

Does this sound like a lot of work? Not to those who have put an event together. When it is fun, it can never be work. Get together with other owners, even if it is just for a picnic. Time consuming? Select places with which you are most familiar, like scenic back road short-cut to a favorite restaurant in the next town: just do it! If you really do not have the time to sponsor an event, just attend one which someone else has planned and find out how much fun you really can have. Maybe you'll have the idea for the next great event.

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207 Ridge Road
Wheatley Heights, N.Y. 11798

TURBO HOTLINE: (516) 491-1248
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(214) 321-3907

Paradise Motorsport Service
63 S. Eisenhower Lane
Lombard, IL 60148
(312) 495-3774

Bauerle Automotive
4211 Radnor Rd.
Radnor, OH 43066
(614) 595-3348

INSTALLATION FACILITIES
Swedish Automotive
800 S. Grand Avenue
Santa Ana, CA 92705
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DeLorean Motor Center
13881 West Street
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Phone (714) 554-6794

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Menlo Park, CA 94025
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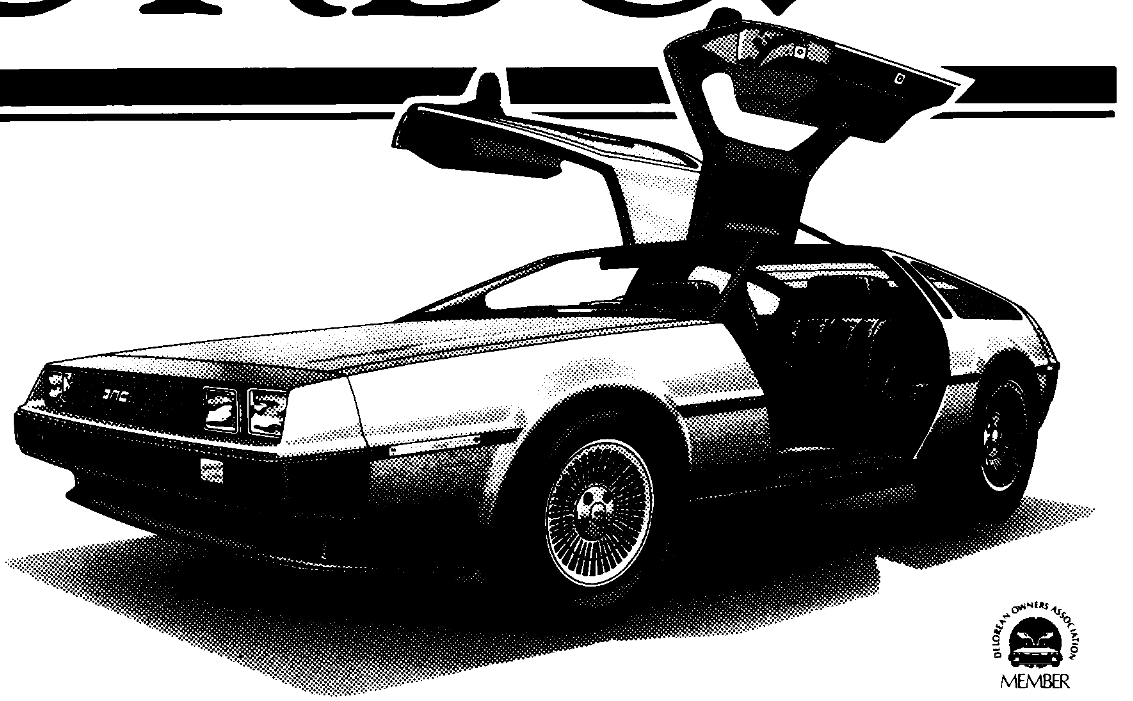

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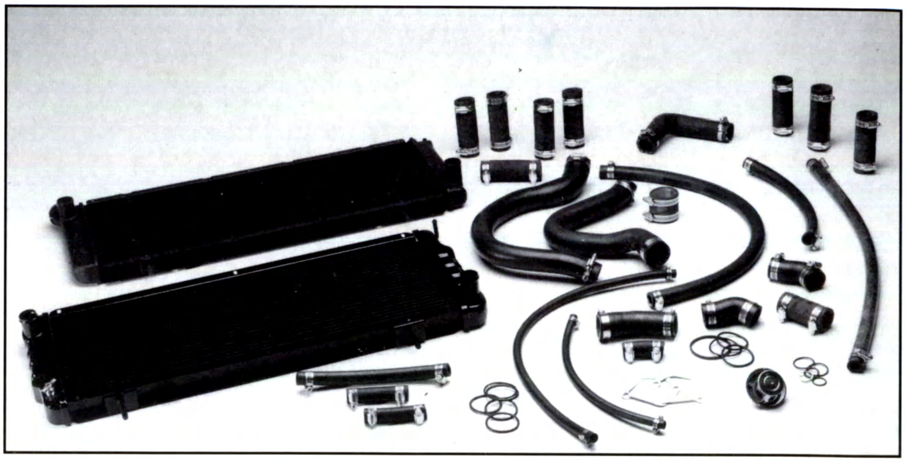

"OH NO! NOT HERE!"

Scores of DeLorean owners will never forget the day their radiator burst or a water hose gave out. It was the last thing they needed at the time. They were running late. They were miles from home and they were stranded.
They spent hundreds of dollars in towing and repairs and it was a miserable time-consuming hassle.

If you have a stock radiator, it has plastic end caps that dry out and break without warning. If you have factory installed hoses, their days are numbered too. As you know, DeLorean One has an ongoing R&D program that has produced many DeLorean improvements. Among these improvements have been a heavy duty, all-metal radiator and new cooling system hoses that are manufactured from stronger, state-of-the-art materials. If you haven't been stranded yet, get our new, heavy duty radiator and hose set now and replace your old equipment **before that fateful day.**

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